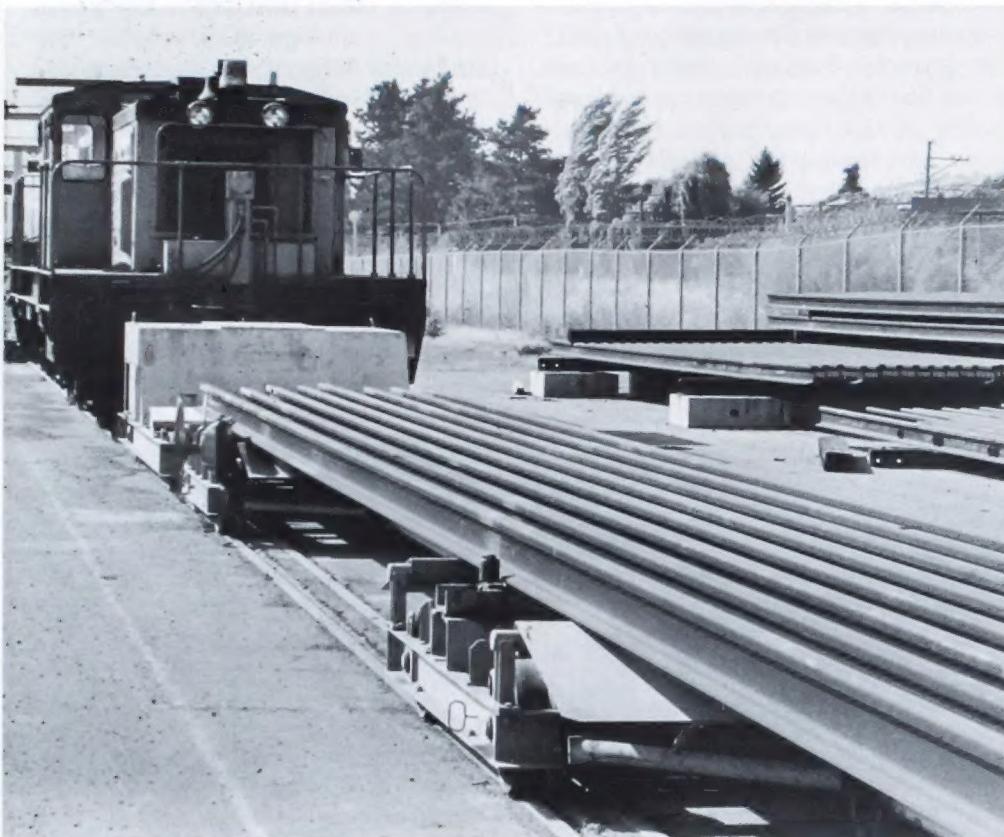


## DALY CITY RAILS MAKE THEIR MOVE



A 50-ton locomotive is ready to move 250,000 pounds of steel rails from Hayward Yard to the Daly City Turnback. The 780-foot rails are moved at night, under a complex procedure worked out by BART's Power and Way Department.

Special work trains are running in the middle of the night from BART's Hayward Yard to the end of the line at Daly City.

The trains, consisting of 26 rail transport buggies, or dollies, pulled by a 50-ton locomotive, carry the steel rails for the Daly City Turnback. The first load of 8 rails, 780 feet in length reached Daly City before dawn on Sunday, May 31.

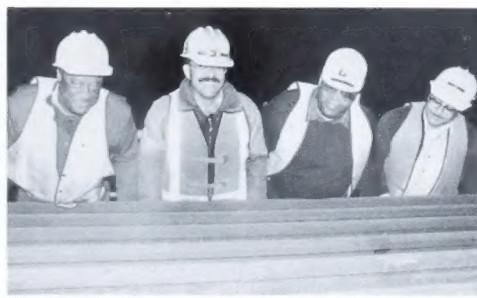
"We had to move the rails at night to avoid any interference with passenger service," explains Vincent P. Mahon, manager of BART's Power and Way Department.

The first rails to reach Daly City also had to be unloaded and laid immediately, Mahon notes, because otherwise the 900-foot long work train would have blocked access to the Daly City Station the next morning.

Each rail is 780 feet long and weighs close to 31,000 pounds, translating into nearly 250,000 pounds of rails per haul.

The work trains leave the Hayward yard at 12:15 in the morning, following in the wake of the last north-bound passenger

See **RAIL**—Page 4



Power & Way workers Clinton Thurman, Ruben Alcala, Lance Perry and Benjamin Aguilera had their work cut out for them when 780-foot rails arrived at Daly City.

## Mix Heads DC Job

The man in charge of BART's Daly City Turnback project—now about two-thirds completed—can't exactly relax these days, but he says the hardest part of his job is behind him.

Robert W. Mix, who joined BART's Maintenance and Engineering staff 17½ years ago, looks back more than two years, when the project was in the planning stage.

See **MIX**—Page 3

## Quality Acceptance Team on the Job

The signs in the Union City office of Soferval, Inc. are bilingual—as are the blueprints in the trailer office of BART employees involved with the project.

Not everyone speaks French—although BART employees selected to travel to the Soferval plant in Raismes, two and a half hours north of Paris—are required to take a two-week, eight hour a day crash course in French.

BART engineers under the direction of deputy project director Maurice Clapp oversee the work of assembling the cars once they are trucked into Union City. They include Jim McDaniel, resident engineer since March 1; Ken Perez, vehicle C-Car inspector since February; Richard Ting, who spent 13 months in France in 1984 and 1985, and Dave Bowman, a three-year veteran of the program.

Their European counterparts are Gregory Graham, acceptance engineer in Manchester, England, and John Burton, Grant Tanner and Chuck Jenkins in France. In addition, Jorge Madrigal, resident engineer in Pittsburgh, Pa., handles suppliers from the East Coast.

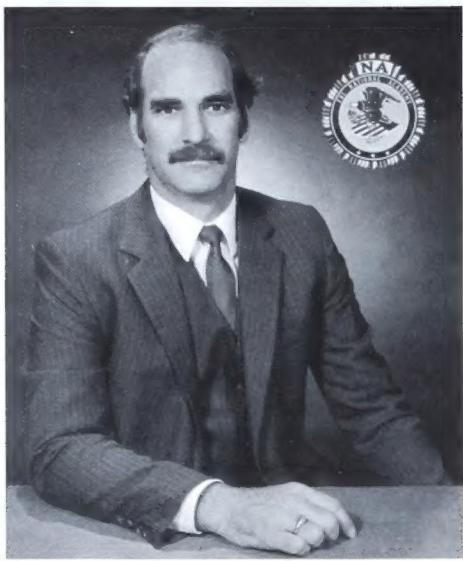
And quality acceptance engineer Gregory Graham started his assignment the end of June—a move that will postpone his marriage to Wanda Buchanan for the next 15 months.

"I'm going to be the one to turn off the lights and shut the door," says Graham of

See **Inspectors**—Page 3



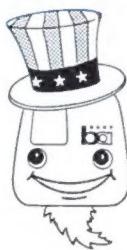
Some of the members of the BART transit vehicle inspection team responsible for making sure the new C-Cars meet with specifications are (clockwise, from far left): Ken Perez, Dave Bowman, Richard Ting and resident engineer Jim McDaniel.



**BART Police Lt. C. Clark Lynch, patrol bureau watch commander, recently completed an 11-week series of courses at the FBI Academy in Quantico, VA. Established in 1935, the Academy is designed to meet the needs of contemporary law enforcement. Lt. Lynch has been a BART employee since 1979.**

## UNCLE BART NEEDS YOU!

Picnic  
Help  
Needed!



Call  
Ext. 6215  
Today



While on duty at Bay Fair Station recently, agent Jerry Hartley (center) alerted BART Police that a man matching the description of an auto burglary suspect was at the station. His call to police resulted in the arrest of a suspect wanted in connection with a number of auto burglaries on the A-line. Transportation Supervisor Ken Broomhead and BART Police Lieutenant Leo Tamisiea were on hand to present Hartley a written commendation for his assistance in the arrest.

## BART Stars in Bay Area Celebrations

Back-to-back busy Sundays marked BART's schedule of special trains for the Bay-to-Breakers race May 17 and the Golden gate Bridge 50th anniversary celebration May 24.

More than 116,000 people rode BART into San Francisco during the bridge celebration, a record for Sunday patronage since revenue service started in 1972. The previous Sunday's patronage was almost 55,000, which means that approximately 20,000 Bay-to-Breakers participants took advantage of BART's early-morning service. A temporary power disruption caused headaches for returning runners for about three hours.

For the bridge event, BART began service to San Francisco from the Rockridge Station at 3:06 a.m. arriving at the Embarcadero Station in San Francisco at 3:29. Service was also provided from the MacAr-

thur and Oakland West stations.

BART passengers were on their way to the bridge walk, special events during the day and a fireworks display that night. Originally BART had planned to close its stations at midnight, but the unprecedented crowds and the difficulty for many to reach BART after the fireworks caused a change in scheduling. BART kept trains running from San Francisco until 3 a.m. Monday to handle the homeward-bound celebrators.

For the runners and runner-watchers, BART put 16 10-car trains in special service on May 17. They departed from ten East Bay stations and two San Francisco stations beginning at 6:02 a.m. at Pleasant Hill. It was the sixth year that BART operated special train service for Bay-to-Breakers runners and rooters. **b**



BART Station Agent Mary Andrews (above left), Transportation Supervisor Annette Taw and Station Agent Joselle Neal were up with the birds and hundreds of thousands of other early risers on Bridge Walk Sunday, May 24. They and Train Operator Clint Story (above right) were among the many BART employees who worked extra hours to provide special train service. Extra help was needed two consecutive Sundays for the bridge event and Bay to Breakers race.



BART's Embarcadero Station in San Francisco was crowded with early-morning runners for the Bay-to-Breakers race on Sunday, May 17. Special trains carried the approximately 10,000 runners who used BART to reach the event.

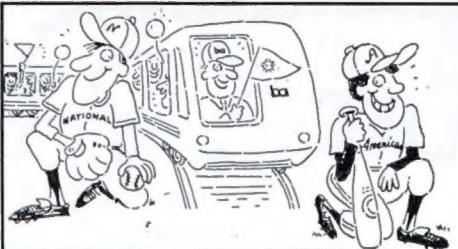
## BART TO THE 'STARS'

Baseball fans can ride BART to the Oakland Coliseum during four days of special events to mark the 58th annual All-Star Game on Thursday, July 14.

On the day of the game, which features the best of the American and National League players, BART will provide extra cars and trains and offer a special reduced fare. The reduced rates will be in effect from 10 a.m. to 4 p.m.

The special events begin on Saturday, July 11, with a Safeway Saturday barbecue at 10:30 a.m. followed at 1:05 p.m. by the Oakland A's - Milwaukee Brewers game. Trains will run every 20 minutes to the game.

On Sunday, July 12, BART will carry fans for the Equitable Old-Timers game at 12:05 p.m., followed by the A's - Brewers game at 2:05. After the game, an auction of sports memorabilia will be held, to benefit the Bay Area Sports Hall of Fame and the fund for equipment for local youth.



Monday's events begin at 1 p.m. at the Coliseum with workouts by the American League players. A skills competition, including a home run derby, starts at 2 p.m. At 3:15, the National League players work out. That evening at 9:15 an All-Star Fireworks Spectacular will light up the sky above Lake Merritt. BART trains will run until midnight.

Coliseum gates will open at 2 p.m. on the day of the game, with pre-game ceremonies and player introductions scheduled for 4:45. The first pitch of the game should be on its way to homeplate at 5:15.

Extra cars and trains will be in service in addition to the reduced fare. b

## BART Tote Bags and T-Shirts on Sale

They're here. If you happened to miss buying the first BART T-shirts and tote bags that came out some 10 to 15 years ago, now's your chance to own one of the 1987 originals.



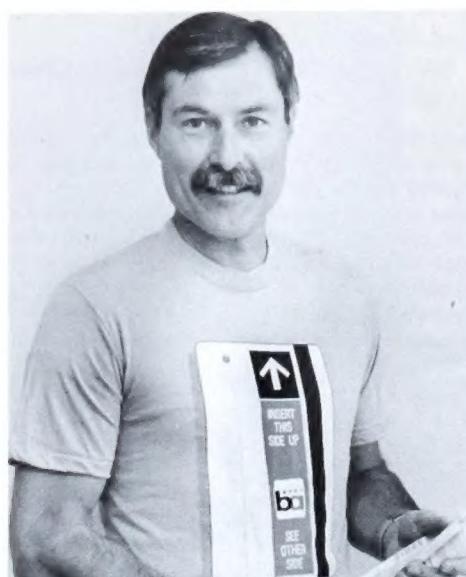
The tote bags are made of durable black canvas and have a gray BART train—complete with red tail lights and BART's blue and black logo—on a background of white. Measuring 15" x 21", the ample sized bags provide plenty of room

for carrying books, binders, packages, or beach and picnic supplies.

In addition to the tote bags, BART T-shirts in adult and children's sizes are now available. Adult T-shirts are gray, children's are light blue and both have a replica of a \$32 blue BART ticket printed on the front.

A private company has been authorized by BART to sell the shirts and bags to the public. BART employees may purchase the T-shirts for \$8 apiece or the tote bags for \$15, a 15-20 percent discount off the regular price. There is a \$1.75 handling charge for each item ordered.

Mail order forms may be requested by calling Passenger Service, Ext. 7106. b



Passenger Service Representative Alice Delgado and BART Police Officer Robert Hamilton model samples of the new tote bags and T-shirts which are now available for purchase. A discount is being offered to BART employees. Call Ext. 7106 for an order form.

**Inspectors**—From Page 1  
his pending assignment.

The Union City plant, converted from a steel processing plant a year ago, has seven test roller station stands in the shop and five assembly areas. It currently has cars number one to twelve in the shop and after final assembly will test each one for a period of two to three weeks.

The cars will then be trucked to the test track in Hayward for another two and a half days of testing by Soerval under the supervision of BART engineers.

"We oversee the assembly of the car and make sure the District has a good working vehicle that it can buy," said David Johnston, senior engineer of vehicle maintenance.

"In essence, they plug it together and try to make it work," he added, noting that the technology of the new cars is 15 years ahead of that currently in operation and "20 to 25 years if you start counting from the design stage."

Cars thirteen through eighteen are in the yard with additional cars en route from France. The Soerval staff, which includes some 60 employees, expects to process them at the rate of eight a month.

Though the language may be unfamiliar to some BART employees, there is a familiar face and accent, that of Malta-born Manny Aquilino, who retired as manager of the Hayward Shop in January of 1985 and re-emerged as assistant plant manager at Soerval one year ago. b

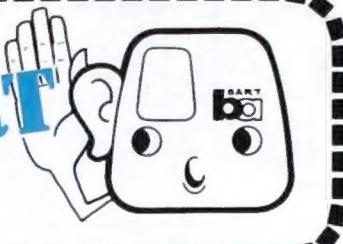
**MIX**—From Page 1

"You start with preliminary layouts, then go to detailed planning," Mix says, "but you're also involved with environmental studies, acquiring the land and negotiating with cities and counties and the state. You work out agreements with PG&E, the phone company and two water companies. That's all got to be taken care of before work can start. You bring it all together."

It's a step-by-step process and Mix is responsible for seeing that every phase of the project is carried out correctly and in the right sequence. Laying the steel rails for the Daly City Turnback was one more key part of the job and it involved critical timing.

Mix is used to critical timing, though. He tells about re-routing a section of 60-inch water pipe, a main feeder to San Francisco's water supply. "The pipe had to be re-routed because it was in the way of the Turnback, but the water company would only shut it down for thirty-six hours. We had to cut into the pipe at two points, get our re-routing section in place and close it up again. The water company had people standing by just in case our contractors couldn't do the job, but we did it." b

# SCUTTLEBART



Desmond L. Shields, a member of BART's Maintenance and Engineering Division, has a good reason for the smile on his face. His suggestion for three axle gear wash out stands, which eliminate the necessity of removing the gear unit from the axle, was worth \$3,928.44. The wash out stands, which can be fabricated from scrap material, will result in significant savings in time, parts and repair.

Oops! Passenger Service Rep Starla Bahem is a winner, no doubt about that. However, contrary to what was reported in last month's BARTalk, she wasn't the winner of BART's 1972 birthday theme contest. That honorable distinction went to none other than BART Station Agent Donna Loughren. Starla did win a theme contest and it was for a BART 10th birthday celebration—the one held in 1974 cele-

brating 10 years of service through the Transbay Tube. Our humble apologies to both women.

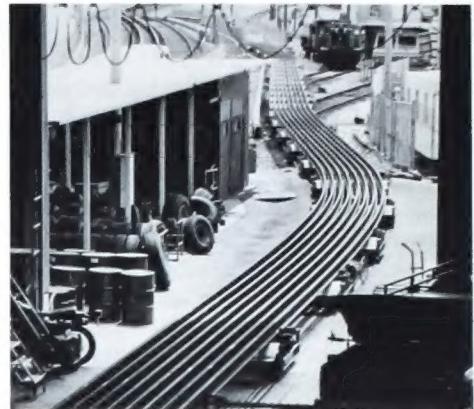
And if you're waiting for us to announce the winner of BART's 15th Birthday Slogan Contest, you won't have to wait much longer. We're in the process now of selecting qualified judges from the Bay Area's transit reporters. From the entries we've received, their task won't be an easy one. Nevertheless, we expect to have a winner within two weeks. And the prize, you ask? Well, we're still working on it. (You can rule out a week in Paris for two, but it will be something good—we guar-an-tee-it!)

Questions about employee benefits can be handled now with more efficiency, thanks to an expanded telephone back-up system in use by the Employment and Benefits sections of the Employee Relations Department. Department staff members will still answer their phones during office hours, but if they are out of the office, the phone answering machines will record names and requests.

Regular BART commuters can benefit from special discount tickets to be available beginning Sept. 1. The tickets provide \$35 of rides for \$30 and can be purchased through the end of the year. The special discount offer marks BART's 15th year of revenue service, passengers can obtain the tickets at BART's Pass Office on the concourse level at BART's headquarters above the Lake Merritt Station or at vendors throughout the Bay Area.

BART will continue to offer its \$32 tickets for \$30 through August. **b**

**(left)** BART Train Operator W.F. Davis was the lucky employee to throw out the first ball at "BART Nite at the A's" May 20. Over 800 entries were received in BARTalk's contest for free tickets to the game. **(below)** Spirits were high among the 100 BART employees and guests who saw the New York Yankees get battered by the A's.



Steel rails en route to the Daly City Turnback bend around curves in the Oakland Yard. The rails are moved at night to avoid disruption of passenger service via a special work train equipped with unique buggies, or dollies.

**RAIL**—From Page 1  
train, moving at 18 to 20 miles-per-hour through the Oakland Wye, under the Bay, through San Francisco and reach Daly City at 4:15 a.m.

The rail transport dollies were manufactured in France and were specially designed for the rails to negotiate curved portions of BART's track, particularly in the area of the Oakland Wye, where they actually describe a double-S.

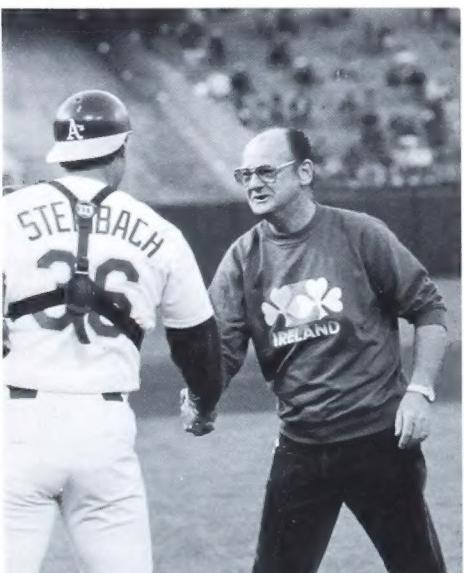
The rails themselves, made in Pueblo, Colorado, were delivered to the Hayward Yard in 78-foot length. At first, plans called for the rails to be welded into 400-foot lengths, but then the decision was made to go to the 780-foot length. "The shorter length would have caused delays in delivering rail to the Turnback Contractor," says Mahon, "so to expedite delivery we almost doubled the length of the rail and bought thirteen more buggies to carry it."

Getting the rails to Daly City called for careful planning and coordination, Mahon points out. "Every move had to count and be well thought out," he says, "and this required a lot of coordination on everyone's part and it had to be carried out in a limited amount of track time without any delays to our passengers." The project is progressing ahead of the scheduled time frame.

Mahon praises the work of Ruben Alcala, project supervisor, and the crew of welders, loaders and transporters involved in the job. "Most of these people are on the graveyard shift and they have to work night after night when the rest of us are home asleep," Mahon says.

Welding operations included Leroy Fields, John Lanthier and Ed Perry. Loading and unloading was handled by Victor Garcia, Al Laurena, Dan De Lao, Jaime Salgado and Lance Perry, who operates the locomotive on the day shift.

The train crew at night consisted of Doyle McAtee, and Dale Bickerton, locomotive operators, and Clinton Thurmon, Ben Aguilera and Ken Bell. **b**



## BARTalk

A publication for and about the employees of the San Francisco Bay Area Rapid Transit District.  
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